

D 43/989 VFR TERMINAL AREA CHART
DENVER
SCALE 1: 250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Topographic data corrected to March 1989
32 ND EDITION June 29, 1989
Includes airspace amendments effective June 1, 1989
and all other aeronautical data received by May 4, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.
This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of
the next edition scheduled for FEBRUARY 8, 1990

DENVER TERMINAL CONTROL AREA

(See back of this chart for procedural
information within the Denver Terminal Control Area (TCA))

110 - - Ceiling of TCA in hundreds of feet MSL

70 - - Floor of TCA in hundreds of feet MSL

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CAPTAINCY COMMITTEE
SPECIFICATIONS AND APPROVED BY
DEPARTMENT OF DEFENSE & FEDERAL AVIATION ADMINISTRATION & DEPARTMENT OF COMMERCE
CONTROL TOWER FREQUENCIES ON DENVER TERMINAL AREA CHART

Letters which have control tower are indicated on this chart by the letter "T" followed by the primary and local control
frequency. Selected transmitting frequencies for each control tower are indicated in the adjoining boxes, the low or medium
transmitting frequency is listed first followed by a VHF local control frequency, and the primary and local control frequencies
when these frequencies are available. An asterisk (*) follows the primary and local control frequencies when the frequencies are
for use as Airport Advisory Service (AAS). Being from tower is shown. Heavy above are local time. Radio call provided if different
from tower name.
Automatic Terminal Information Service (ATIS) frequencies shown on the back of the chart are normal operating frequencies, all
ATIS frequencies available are indicated below.
ASR and/or PAR indicate Radio Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR PAR
BUCKLEY ANGUS		5835.2730		121.6 289.6	
		CONTINUOUS	120.3	118.9	
CENTENNIAL		5800.2201		125.35	118.6 368.0
EFDD		DENVER	CONTINUOUS	488 125.8	118.3 119.3
STARKESTON INTL				267 124.45	257.8

MVA NAME	ALTITUDE OF USE	TIME OF USE	CONTROLLING AGENCY
NEW KAYMER B	10,000	INTERMITTENT BY NOTAM	25th CNR

*Includes indicates floor of MVA. All MVA's extend to but do not include 5,180 unless otherwise indicated on publication of an chart.

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only
the route centerline, direction of flight along the route and the route designator
are depicted - route width and altitudes are not shown.
Since these routes are subject to change every 56 days, and the charts are
revised every 6 months, you are cautioned and advised to contact the nearest
FSS for route dimensions and current status for those routes affecting your
flight.
Routes with a change in the alignment of the charted route centerline will be
indicated in the Aeronautical Chart Bulletin of the Airport Facility Directory.
Also, the VFR Map Planning Chart is issued every 56 days and displays current
route configurations and a composite tabulation of altitudes along these routes.
Military Pilots refer to Area Planning AP-18 Military Training Route North and
South America for current routes.



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DENVER TERMINAL CONTROL AREA (TCA)

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within a TCA. Pilots should not request an authorization to operate within a TCA unless the requirements of FAR 91.24 and FAR 91.90 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.
2. No person may takeoff or land a civil aircraft at an airport within a TCA or operate a civil aircraft within a terminal control area unless:
 - (a) The pilot-in-command holds at least a private pilot certificate; or,
 - (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA.
4. An operable VOR or TACAN receiver (except for helicopters until 7/1/89).
5. A 4096 code transponder with automatic altitude reporting equipment.

NOTE: - ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement; however, request for a deviation from the 4096 transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR Flights - Aircraft operating within the Denver TCA must be operated in accordance with ATC clearances and instructions.

VFR Flights

1. Arriving aircraft should contact Denver Approach Control on the specified frequencies and in relation to geographical or radio fixes shown on the chart as flagged check points. Although arriving aircraft may be operating beneath the floor of the TCA on initial contact, communications should be established with Denver Approach Control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airport are requested to advise Clearance Delivery prior to taxiing of their intended altitude and direction of flight to depart the TCA. Aircraft departing from other than Stapleton International Airport whose route of flight would penetrate the TCA should give this information to ATC on appropriate frequencies.
3. Aircraft desiring to transit the TCA may obtain an ATC clearance and will be handled on an equitable "first-come, first-served basis."

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the TCA, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of the TCA.

NOTE: Assignment of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.